

# The Sonoma News.

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## ALONG THE COAST.

Interesting Occurrences From all Over the Coast.

### NEWS OF THE WEEK CONDENSED.

A Number of Miscellaneous Jottings Briefly and Curly Told in This Column.

Spokane, Wash., has a population of 40,000.

California's '98 wheat crop is estimated a 500,000 tons.

It is estimated that 25,000 freight cars are now in California.

Over 5000 men are employed on railroad construction between Robson and Greenwood, B. C.

"Good coal" is reported discovered in American territory, Alaska, 100 miles below 40-Mile river.

Atlin lake, Alaska, is announced as a gold producing district. There have been 1500 claims recorded.

On the 15th ult., the Oregon Legislature reduced the legal rate of interest in that State from 8 to 6 per cent.

The two Republics says that Chihuahua capitalists will build a system of electric railways for their city.

The total seal catch this season in Arctic waters and the North Pacific was 27,865 skins, the lightest for years.

Hop sales in Washington county, Oregon, involving 97,000 pounds were made last week. The price paid was 15 cents.

The Summerland, Cal., Advance states that the Robinson Oil Co. has leased twenty-one acres of land at Seaven and will sink for oil.

The Acme Wrecking Co., San Francisco has made a request upon the Navy Department for authority to raise the battleship Maine.

The Canadian government will build a railway from North Vancouver to the Lake Atlin gold fields via Bridge river and Lillooet, B. C.

The exportation of henequen from the port of Merida, Yucatan, Mexico, amounted during September to 4,404,161 kilos valued at \$1,026,045.26.

San Francisco, Cal., supervisors will ask Congress to establish there a plant for the manufacture of steel armor plate. A gun plant is also in order.

The Administration will urge the construction of a canal through the Isthmus of Panama in connection with the concession of the Maritime Canal Co.

The water of the Bear River, southern Idaho, is to be made to irrigate 500,000 fertile acres. A dam and canal will be built. G. C. Parkinson, Preston, Idaho, is at the head.

Redlands, Cal., contemplates changing from the horse-car to the electric street railway system. The line is three miles long and the estimated cost of the change is \$35,000.

The Puget Sound Reduction Co., Everett, Wash., shipped sixty tons of lead last week to the American Trading Co., in Shanghai, China. It was shipped in bond to Vancouver.

The Clearwater Valley Railroad Co. has incorporated at Salem, Or., capital \$3,000,000, to build and operate a railroad from Lewiston, Idaho, up the Snake river to Wauan, Wash.

It is estimated that 50,000,000 pounds of freight were handled at the Keewick, Ca., railway station in October, due almost exclusively to the Mountain Copper Co.'s operations at that place.

Hawaiian postage stamps are now recognized at their face value for the payment of postage on all articles mailed in Hawaii, whether addressed for delivery in the United States or elsewhere.

The Santa Fe stockholders act on the S. F. & S. J. Valley road transfer at a special meeting to be held December 8th. The company issues a circular giving full details, which shows that they are in earnest in intent to enter San Francisco.

The receipts of quicksilver in San Francisco the first eight months of the year were 15,935 flasks, against 10,760 the same time in 1897. The exports by sea during this period were 4275 flasks valued at \$154,986, against 3368 flasks valued at \$120,619 in 1897.

The Robson-Penticton branch of the Columbia & Western Railway employs 5000 men. It is 105 miles long and extends from Robson, a small town located at the junction of the Columbia and Kootenay rivers, through the Gold range of mountains to Midway, B. C.

At San Diego, Cal., President Ripley of the Santa Fe said that the traffic arrangement with the Southern Pacific to use its Teicahapi line as a connection had not yet been made and he thought it likely the Santa Fe would build its own line over the Tejon pass.

The new steamship company to ply between France and San Francisco, touching at South American, Central American and Mexican ports, among which are Manzanillo, Mazatlan, Santa Rosalia and Guaymas, has notified the government at Sonora, Mexico, that the first steamer of the line has started from France.

Two Republics says the Campania Industrial at Chihuahua, Mexico, has received forty carloads of machinery for the steel works to be erected there. New buildings, all of iron, will be erected, for which the material has been ordered in the United States. These will be the first steel works in the republic of Mexico and will have a capacity of twenty tons daily.

C. F. Gardner, General Manager Westside Lumber Co., Sonora, Cal., expects by July next to have a

saw mill on the north fork of the Tuolumne, and that the Sierra railroad will then have reached that point. It is proposed to establish a concern that will handle a yearly output of 15,000,000 feet of lumber.

If the much-rumored story is true that the Union Pacific is to throw open all gateways, the Salt Lake Tribune thinks that the most important question to all the prairie lines and Colorado roads will be whether the Silver Bow gateway will be opened to let the Northern Pacific and Great Northern into southern Idaho.

Modern Mexico says that the result of the war has improved the general standing of Americans in Mexico, and through the same cause many Spaniards find that they do not receive quite the same homage from the native populace that they did before their recent ignominious defeat. These changes are not marked to the casual observer, but they exist and will work to the advantage of American enterprise and trade in the Republic.

The issue in London, England, of £250,000 securities will be made a first charge on the first division of the line from Skaguay, Alaska, over the White pass to Lake Bennett, N. W. T., about fifty miles. The rate of interest is 66 per cent, which the contractors guarantee for two years. The line is now operated as far as the top of the pass. Beginning November 15 the Southern Pacific will advance rates on the following articles from California terminals to New Orleans and New York, via Sunset Gulf route—the basis of calculation being cents per 100 pounds: Antimony ore, from 50 to 60; manganese ore, 50 to 60; chrome ore, 50 to 60; canned salmon, 40 to 60; rags, 50 to 60; borax, 50 to 60; rubber junk, 50 to 60; wine in wood, 40 to 60.

From San Francisco to Yokohama is 4500 miles; from San Francisco to Honolulu is 2100 miles; from Honolulu to Sydney, Australia, is 3500 miles. With the exception of that from the United States, only a very small part of the trade of America goes to the Pacific. The imports of this country to Asia and Oceania according to the latest figures, were \$119,000,000, and the exports \$67,000,000, making a total of \$186,000,000. Include the entire trade of the western continent in the Pacific, and total imports reach \$261,000,000 and the total exports \$212,000,000. Added to the trade of the older countries, the entire commerce of the Pacific is not less than \$2,000,000,000 each year, which means that \$1 in every \$7 of the world's trade now passes over those waters. Of this enormous traffic Great Britain secures the lion's share, importing \$265,000,000 and sending out goods to the value of \$335,000,000, or a total trade of \$600,000,000. The United States stands next, with a total trade in the Pacific of \$200,000,000, or one-third of that of Great Britain. Germany stands a close third, with \$100,000,000 of imports and \$145,000,000 of exports. France is fourth on the list, with about one-half the trade of Germany. The greater part of the remaining trade is divided among the eastern countries which border on the Pacific.

W. T. Stead, writing from St. Petersburg says: "Americans are coming to the front in Russia, which is at the beginning of a new epoch of industrial development. No one realizes the great resources of the immense country through which the Czar is running an iron highway, 8000 miles long. Americans are supplying many of the rails, American engineers are everywhere. One American is superintending the construction of the new steel works near St. Petersburg. American dredgers are to deepen the Volga, the Dnieper, the Don, and other Russian rivers. The representatives of an American pump are laying down 200 miles of 8-inch piping in the Transcaucasian region, through which the Rothschilds' oil combination will pump petroleum by means of four pumping stations, all of which will be supplied with the latest American pumps. The other day I met an American geologist and engineer who, having quit the post of City Engineer in a great American city, has been spending the summer examining the gold mines of Northern Siberia, and before the day was over stumbled on another who had been reporting on copper mines in the Kirg steppes. The testimony of these Americans was favorable to the labor value of the Siberian workmen. The Russian is docile quick to learn, and does quite as good work as the skilled laborer in the States. As a craftsman, he is a pastmaster with his own tool, the ax."

Her Splendid Hair. When Mrs. Norton was in the heyday of her loveliness, a very beautiful Italian woman came to London, bringing letters of introduction. Mrs. Norton asked a small party of fashionable people to meet her at dinner, among whom was Lord Normanby, a great admirer of pretty women. All the men were enchanted with the beautiful stranger and all the women rather jealous. One of her great beauties was a profusion of splendid hair, dressed in innumerable plaits. The women decided they were not all her own. Before the evening was over Lord Normanby expressed his admiration of the wonderful hair, and intimated how much he should like to see it let down.

"Since you wish it, my lord," said the woman, and she forthwith unplaited one massive coil after another, while the other women looked on, devoured with envy. "I am doing for you, my lord, what I do not do for everybody," said the lady, casting up her fine eyes at the enraptured Lord Normanby from under her mantle of flowing locks. "It is three weeks now since I last undid my hair."

Which announcement in some degree consoled the English dames for their inferior looks.

## ANOTHER BIG CANAL.

Russia Still Planning to Construct a Great Canal.

### LARGE CITIES ALONG THE ROUTE

Important Changes the Proposed Ditch Will Make in the Naval Status of the Czar's Empire.

New York.—A cable to the Press from St. Petersburg says: Russia's disarmament proposition and the war talk which keeps all Europe busy just now are responsible for the fact that an immense Russian undertaking has been kept from the outside world, though it is so enormous in its possible results that it may mean a revolution in the industrial conditions of Europe, and, indeed, in the whole world, and a complete change in the naval programmes of the powers.

The project is nothing less than a ship canal across the empire which shall connect the Baltic sea with the Black sea, so the largest battle-ships can pass through it at a reasonable speed. Great as the plan is, it is so simple in its engineering aspects and also from a financial view that the only wonder is that the work has not been done long ago. Though the waterway will be ten times as long as the Suez canal, the territorial conditions are so favorable, and existing waterways are so large and deep and convenient in their natural direction, that only about 150 miles of the 1000 miles will need to be dug, and comparatively little dredging will be required to complete the navigability of the natural waterways.

Perhaps the most direct interest for Americans is in the fact that this ship canal will open a cheap and quick route of transportation to the wheat-growers and petroleum-producers of Russia. They can reach the Baltic and Mediterranean with equal facility and economy, and thus supply Asia and Europe and Africa more quickly and economically than the Americans. The canal passes through the best petroleum territory. Russia expects the facility of intercourse which the canal will furnish will give a great impetus to many industries which are prosecuted at present only for home purposes and which make a sale of their produce on their own account, and said sale is afterward assumed by a commission merchant for account of the seller, but one sale has occurred and the commission merchant is the only person required to pay a tax on the transaction, which is at the rate provided for in the second paragraph of schedule A."

There is Ekaterinoslav, near Kherston, for instance, which has doubled its population in less than twenty years. Odessa, with 404,000 inhabitants, and Lodz, with 314,000, have grown with a rapidity that would be remarked, even in the United States. Riga has 282,000 inhabitants, and is growing at a rate which promises to double the number in ten years. Kiev has 230,000 inhabitants, and other cities and half a dozen others, with more than 100,000 inhabitants, will be in easy communication by water, the cheapest of routes, with the markets of Europe and America.

In the efforts to drive American petroleum out of the Russian markets the Russian producers always have bought all possible influence on the Government for a reduction of freight rates, because they saw that only in this way could they fight the petroleum from the United States refiners. The Government helped them several times and the rate now is only about 14 cents a gallon, throwing a heavy burden on the roads, without apparently any great corresponding benefit to the shippers. The profitable business on their own account. Recently they hired several experienced Norwegian whalers to train Japanese sailors to hunt for whale, seal and otter.

Will Raise No More Warships. Washington.—Secretary Long said that the Government would take no further steps to raise the rest of the Spanish warships destroyed by Admiral Sampson's fleet off the coast of Santiago, but that the department would receive propositions to that end from any private firm that cared to undertake the work. He added that this determination was based upon the report of the Board of Construction, which recently had a consultation on the subject with Naval Constructor Hobson, who was personally superintending the wrecking operations. The existing contract with the Merritt-Chapman Company will be abrogated and operations entirely suspended on the Colon and other vessels pending the consideration of propositions from private firms to do the work independently of the Government. It is understood that there are two companies willing to undertake the work at their own risk; one a Swedish company and the other a company on the Pacific Coast.

United States Pictured as a Highway-mann. Paris.—The Gaulois says it has been informed on absolutely reliable authority that Spain will refuse to discuss the unconditional surrender of the Philippine islands. Spain, it is further asserted, had made particular reservations concerning the retention of the Philippine islands, and the Spanish Minister of Foreign Affairs, Duke Almodovar de Rio, had himself at the time of the signing of the peace protocol stipulated that the island of Luzon alone should remain occupied by the American troops while the peace negotiations were in progress, and that Spain would resume sovereignty over the archipelago as soon as a more liberal form of government for the islands should have been decided upon.

The Fronde says: The claims of the United States on the Philippine islands are looked upon with disfavor at St. Petersburg. The powers might in case of America proving too obstinate on this point, be provoked to protest.

The Evening says: Your money or your life? is the attitude taken by America in relation to Spain. The latter, having no money, offers Porto Rico and thinks she has thus discharged her ransom.

"Pardon me," answers Jonathan, "you yet have the Philippine islands, which are only an incumbrance to you. I will relieve you of them. Why? Because, with Fontaine, I have the strongest reasons for so doing."

## DISQUIETING REPORTS HAVE REACHED HAVANA.

Spanish Authorities Claim to Have News That Points to a Clash Between the Americans and Cubans.

### Helpful Suggestions For the Agriculturists.

Some Good Advice for the Ruralists—A Budget of Knowledge That May Prove Beneficial.

New York.—The Sun's Havana cable says: Sensational reports have been received from Gibara by the Spanish authorities. According to these reports the Spanish troops, when they left Gibara, marched out with military honors, and escorted by the American soldiers. The Spaniards were commanded by Generals Luyne and Nario, and, as they marched out, shouted "Viva Espana!" The Cubans answered with cries of "Long live Spain!" The Cubans, numbering 4000 well armed men, withdrew to Bijaru, some miles in the interior, where they entrenched themselves.

According to the Spanish advices a conflict will occur when the Americans enter the town, which has been occupied by the Cuban army since its capture by General Calixto Garcia shortly after the fall of Santiago. The Spaniards say the Cubans established a civil government and kept good order under their flag until the Americans came. Then quarrels began, and some American soldiers were killed. The Cuban flag was trampled on. The American military commander dismissed the Cuban municipal officers and took charge of affairs himself.

There is no telegraphic communication between Havana and Gibara and it is impossible to verify the report. It is confirmed it will mean the failure of Garcia's propaganda among the Cubans in favor of the United States.

Tax on Produce Sales. Washington.—The Commissioner of Internal Revenue in response to inquiries by members of the Chicago Board of Trade with respect to the liability of dealers in produce, etc., holds as follows:

"That in case of a broker who is a member of the Board of Trade negotiating a sale of grain or produce on the exchange, as a broker, for a principal, the principal is liable for the tax on the sale, and the broker is required to deliver and pay a 10-cent stamp on his note or memorandum of sale, and the principal is required to pay tax on the sale at the rate of 1 cent on each \$100 of the amount or fractional part of \$100 in excess of \$100.

"When a member of the Board of Trade, not a broker or not acting as a broker, makes a sale of grain or produce on his own account, and said sale is afterward assumed by a commission merchant for account of the seller, but one sale has occurred and the commission merchant is the only person required to pay a tax on the transaction, which is at the rate provided for in the second paragraph of schedule A."

To Foster Deep Sea Fishing. Seattle (Wash.)—It is likely that the seal and other hunters will be prohibited from fishing and hunting off the coast of Japan before the fleet sails next year. Japan is trying to foster deep sea fishing, and under the new foreign treaties that go into effect next year, it is believed that the prohibition can be made. The matter is now being widely discussed in the native Japanese papers. It is also troubling the authorities. It came up under the discussion of the rights of foreigners under the revised treaties.

The Department of the Interior and Commerce contends that seal fishing can be prohibited, while the Navy Department, which does not look with favor on the task of guarding the coast, contends in opposition. Many of the British Columbia fleet sail off to Japan every year and the whalers and other hunters find the north coast very good hunting. This matter is of considerable importance. The Japanese are preying on the seal and the profitable business on their own account. Recently they hired several experienced Norwegian whalers to train Japanese sailors to hunt for whale, seal and otter.

Proper Care for the Horse. Farmers would seem to think that it is the dealer's peculiar province to fit a horse for sale, and, in so thinking, often lose a profit that might be gained with little trouble, says the Breeders' Gazette. To fatten a sale horse is not the only requisite, although it certainly pays to forward them to market in plump, well-fed condition; attention must be paid to the mane and tail, his coat and more especially his feet. Not long ago, the writer was called to the country to examine a team of carriage horses priced at \$500, and with which the prospective buyer was at first glance favorably impressed, but the sale fell through for that day at least, for the reason that the horses were not in proper condition to offer, although the farmer had received due notice that the buyer would see them at the appointed time. Picking up a foot the buyer asked, "When was the horse shod?" and was answered, "About three months ago." Toes were grown out beyond the shoe and the heels of the shoe rested upon the sole, and neither animal could travel square or show to good advantage. The heels of one horse were badly capped and the farmer on inquiry said they had been "that way" for sixteen days and nothing had been done for them. The other horse could hardly open his eyes, and the farmer said, "Yes, he has had pinkeye for about a month," and, on inquiry, answered that his only treatment had been "green cornstarch."

It may be that in a short time this team will be got in good enough shape to sell at the price mentioned, which is not too much for them if in good condition, but carelessness spoiled the sale for the time and may result in a permanent bluish that will materially lessen the market value of the team. The moral is that it pays to shoe a horse properly once a month before you offer him for sale to a city buyer and to care immediately and intelligently for all ailments and blemishes that may spoil a sale or ruin the horse altogether. The breeding of a horse may be first-class and his individuality in keeping with his blood, but a small point unattended to may at a critical time counteract all other good qualities. Truly, "a stitch in time saves nine."

Alkali Soils of the Arid Region. Our mountain valleys are supplied with large quantities of alkalis and therefore the soil in many instances is alkaline soil, abounding in plant food, according to J. T. Kingsbury, in the Field and Farm. The meager rain fall adds to the conditions favorable to the accumulation of alkali, and consequently of mineral plant food. Silica, a principal food for wheat, must be in a condition in which it can be taken up by the plant, otherwise it is useless as plant food. The more alkaline ma-

## FACTS FOR FARMERS.

Helpful Suggestions For the Agriculturists.

### HINTS THAT ARE INTERESTING.

Some Good Advice for the Ruralists—A Budget of Knowledge That May Prove Beneficial.

Preparing Butter for Market. In cool weather, if one has customers near at hand, butter made into rolls or pats is acceptable, but many people like it packed in jars. The five-pound jars are very popular in small families, and in packing butter in these make the top look as nice as possible. Use the regular butter paper to cover the upper surface, as it looks better, excludes the air better and is superior in every way to a cloth. The paper may now be bought by the thousand sheets and in convenient sizes to fit certain sizes of jars and butter tubs. In shipping butter one must depend entirely upon those to whom he ships. Commission men handle large quantities of butter in certain ways. Some prefer their shipments in crates holding eight five-pound jars, while others will not handle the crated butter at all. It is never economy to ship butter in jars unless these are crated, as the freight or express charges are very greatly augmented in the first case. Twenty-five pounds of butter packed in a tub may be sent for little more than half the expense of the same amount in jars. It is better if one ships butter regularly in good quantities, to buy the tubs in large numbers. In some cases the outside and inside of the covers are rough and untidy looking, the covers not fitting as they should at all, but there are tubs on the market almost as smooth both outside and in as though made from pressed paper instead of wood.

It is always well to line a butter tub with parchment paper. This is not so difficult a matter as it might seem at first attempt. The paper should first be wet, and then laid upon a smooth board kept for this purpose. A wooden roller something like a pastry rolling-pin, which is about an inch and a-half at one end and tapers down to one inch at the other end, is then used to roll the paper from the board. This motion should be in the direction of right to left. A little practice will enable one to do it neatly and deftly. When the paper is on the pin, place in the tub and unroll it, unrolling it to the left. It will take but a few moments to line a tub and then the butter will have no chance to taste of the wood, as it will be apt to do if it is packed directly on the unlined tub. A circle of the paper should cover the bottom of the tub. Neatness in all its branches is necessary in all dairying, but some good butter is spoiled by the manner of packing, while butter that is not actually prime often brings a fair price if put up in a neat-looking package.

Development of Winter Dairying. Winter dairying, years ago, was an undertaking little thought of in this State. Raising cattle for beef and oxen was more common than making butter, and at that date more of a paying investment, but as the country developed and the population increased, butter-making advanced. A cow that gave milk seven months had done her duty, and it was not very rich milk at that. In the sixties milk was worth at times \$2 to \$2.50 per 100 pounds. Butter was made from setting the milk in small tin pans, followed later by deep cans. About 1878 the cream separator was introduced and at present is used pretty generally. Both winter and summer dairying are carried on to a great extent. Although butter brings less per pound than a few years ago, much more money to the cow is produced and winter dairying is found to be a paying business. There is a great amount of milk produced in the winter months and the quantity of butter is increasing each season. A few years ago creameries did not think they could run more than six months, as there was not milk enough. Now, nearly all creameries run the greater part of the year.

When each farmer made his own butter at home there were many kinds of butter as there were farmers. Now, each farmer delivers his milk at the creamery, and the product of butter is all uniform and brings a good price each week, and with the aid of the farm paper, silo, etc., the farmers receive thousands of dollars from their dairies in the winter months when a few years ago the did not make butter enough to eat.

Porto Rico Likes the Kentuckians. Ponce.—A large and representative body of Porto Ricans have drawn up a petition addressed to President McKinley asking the Government to retain in Porto Rico Colonel John B. Castleman and the First Kentucky Volunteers. General Henry has cabled to Washington that the compliment is thoroughly deserved, but that the regiment ought to go north.

terial there is present in the soil, the greater the quantity of silica, as a general thing, in condition capable of being absorbed by the plant. Alkali in water increases its solvent power on silica, and in this way puts the silica in a condition whereby it is readily utilized by the plant as food. Alkaline matter promotes the disintegration of rocks, by which in part mineral food is prepared for plants. In short, it is generally recognized that whenever alkaline matter abounds plant feed is generally abundant, so far as mineral material is concerned. Arid regions, too, have the necessary conditions usually favorable to the accumulation of alkaline mineral, while, where the magnificent alluvial deposits occur the rainfall is abundant, and washes out of the soil much of the mineral food of plants, in many instances, and especially the salts, commonly known as alkalis.

It is true, however, that the soil consistent with nature puts forth attractive power in greater strength, for the essential ingredient of the plant, than for other mineral matter, and thus retains much more of the former than of the latter. Do not understand that silica alone is prepared for the plant in greater quantity on account of the presence of much alkali, for other wheat food or plant food is increased for the same reason. Our alkaline soils are certainly rich in the mineral food of plants, far richer than the mineral soils in other regions, for the same reasons already given.

These arid mineral accumulated are a blessing to agriculture. It may be also that nitrogen is converted to a certain extent by alkali into a form in which it can be utilized by plants. By the presence of ozone, nitrogen and water are converted into ammonium nitrate, and hence into ammonium carbonate. It is claimed that an alkali carbonate will accomplish the same thing. There is no doubt about our arid valleys being a great storehouse of fertile soil rich in the mineral food of plants and that the alkaline matter is sufficiently subdued by irrigation to give farmers an opportunity to raise crops which through the abundance of mineral food makes them indeed in many instances truly luxuriant.

Money in Breeding Horses. The breeding of fine horses has been neglected for some years past, but farmers in many sections are beginning to take an active interest in the subject and they are in numerous instances preparing to co-operate in obtaining good stallions. They recognize the fact that prices are advancing, that the demand everywhere is for the best horses of all classes, and that the future is full of promise for those who have choice drivers or draft horses to sell. The day for scrubs is past, and only prime sires should be used.

The above, from the American Stockman, voices the horse situation, throughout the horse breeding states. Farmers have at last come to realize the situation that the world of commerce cannot be moved without good horses, and that the increasing home and export demand must advance prices until we can raise more horses of the special classes to suit the markets. All along the line, men and women are ready to begin breeding again, but many of the best mares are sold off and most of the stallions are gone, so we have practically to make a new start. With the experience of breeding to suit the markets, we will select the best mares we can get and breed to the best bred stallions. True stallions of any kind are very scarce, but the enterprising farmer will secure the services of a good sire, regardless of the distance and the price, and with advancing prices, liberal feed and good care, develop a high-priced horse if it is a good one, and the only way to get a good one is to breed right.

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## BURNED AT SEA.

The Clyde Liner Croatan Destroyed Off Cape Charles.

### FIVE PASSENGERS WERE DROWNED.

Heroism of the Captain, Who Saves Many Lives—Picked up Exhausted by Passing Vessel.

Vineyard Haven (Mass.)—A disaster at sea, fortunately with a small loss of life, five persons were made known by the landing here of twenty-two persons, who escaped from the burning steamer Croatan of the Clyde line, bound from New York for Wilmington, N. C., and Georgetown, S. C.

The disaster occurred on November 1st, about eighteen miles north of Cape Charles and about 206 miles from New York, from which port the steamer sailed on October 1st, with a general cargo and eight passengers.

At 3 o'clock in the afternoon the burned hull of the freighter sank beneath the waves. Of the twenty-seven persons who were on board, twenty-two have survived. These passengers were landed at this port by the schooner Alice E. Clark of Portland, Me., which had been in the vicinity of the Croatan at the time she was burned. The Croatan's list of drowned is as follows:

Second Assistant Engineer Jeremiah McCarty of Nova Scotia; leaves a widow in New York.

Steward James Curtis of Jersey City. Mrs. James Curtis, wife of the steward.

Frank ———, an oiler (last name unknown).

Jennie Willard, colored, Wilmington, N. C.

The story of the disaster is told by Captain Hale and other officers of the unfortunate vessel, as follows:

The Croatan was but twenty hours from New York on her way to Wilmington, with a smother and calm weather, when, at 3 p. m., a fireman came hurriedly on deck and reported that the ship was on fire. A general alarm was immediately given and an effort was made to lower the boats, but the fire spread with such rapidity that all efforts to reach them were unavailing. In fact, in less than ten minutes after the fire was reported the ship was completely enveloped in flames from stem to stern.

Shortly after the fire was discovered an explosion took place in the cargo which blew off the after hatch. A second explosion followed a few minutes later, and the ship was then a mass of flames. It was at this time that Captain Hale, seeing that to remain on the vessel meant some death, gave orders for all hands to jump overboard and save themselves as best they could. The gallant captain was the last man to leave the ship, remaining on deck with his first officer until they were completely enveloped in flames and the vessel had commenced to sink.

There seemed to be no panic on board and men and women, after leaping on to their life preservers calmly leaped into the water, seeing that their chances of escape were much more certain than if they remained on board the burning ship. Some of the passengers had their faces scorched, and many had their clothing on fire when they leaped into the water. The captain and first officer succeeded in securing a yawl boat which had been damaged in lowering, and by hard work rescued eight persons from the water.

The burning ship was sighted by the four-masted schooner Alice E. Clark, which lay about six miles off, and her captain sent a boat and crew to aid in the work of rescue. They succeeded in rescuing twelve persons, many of whom had been a long time in the water and were nearly exhausted. They were taken on board the Clark and given every possible attention.

The rescued persons are being cared for here at the Seamen's Bethel and at the Home of Children.

GONE TO JOIN DEWEY. Cruiser Buffalo Starts for the Philippines.

Washington.—Admiral Bance has telegraphed the Navy Department that the cruiser Buffalo, Commander Hemphill, had sailed for the Philippines, via the Suez. The gunboat Helena sailed for the same destination. With these accessions coming immediately upon the heels of Captain Barker's squadron ships and colliers, Admiral Dewey will have a formidable fleet, probably second in offensive power to England, in Eastern waters. He will doubtless be able to spare some of his vessels, which may be in need of repairs, to return to Mare Island.

Roosts for Hens. Noting so many deformed breast bones among heavy fowls and discovering that the deformity comes from pressure on the roost while the chickens are yet immature, a correspondent of the New York Tribune says he learned from a book on ornithology how to remedy the difficulty. "The order of birds called rasors of scatchers, to which our chickens belong, naturally live and rest on the ground; their feet not being designed to grasp, the hind toe is higher upon the leg than the three front ones as to serve as a brace to steady the bird when resting on a flat surface; the arid birds have their toes on a level, fitting them for grasping firmly their natural roots in the trees. I have broad, flat roosts now, on which motherly biddies sit comfortably and happy with their toes spread straight out, and not a deformed breast bone or a frosted foot is to be found among them."











